Chesapeake and Ohio Railway Station
U. S. Rt. 250 and Cheasapeake and Ohio Railroad
Shadwell
Albemarle County
Virginia

HABS No. VA-1013

REDUCED COPIES OF MEASURED DRAWINGS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Department of the Interior
Washington, D. C. 20240

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HISTORIC AMERICAN BUILDINGS SURVEY

CHESAPEAKE AND OHIO RAILWAY STATION HABS No. VA-1013

Location: U.S. Route 250 and Chesapeake and Ohio Railroad, Shadwell, Albemarle County, Virginia.

Present Owner: Chesapeake and Ohio Railway Company.

Present Occupant: Goco Oil Company.

Present Use: Storage building for oil company.

Significance: Built in 1915 to serve the Edgehill School for Young Ladies, the Shadwell depot represents the typical small station of the C&O and other American railroads built at the turn of the century.

II. HISTORICAL INFORMATION

A. Physical History

1. Original and Subsequent owners.

The Shadewell depot is located on land that was originally part of the Edgehill estate. Edgehill itself dates to a grant of 1735 from King George II through which William Randolph of Tuckahoe had had obtained about 2400 acres of land lying along the eastern slope of the Southwestern Mountains. The marriage of Thomas Mann Randolph, Jr. to Martha Jefferson in 1790 subsequently saw the couple take up residence at Edgehill in 1800. When Thomas Jefferson died in 1826, he was heavily in debt as also was Thomas Mann Randolph, Jr., who, to avoid losing his estate, had willed it to his son, Thomas Jefferson Randolph, in 1828. With the objective of helping to pay the debts of Thomas Jefferson and Thomas Mann Randolph, the Edgehill school was begun in 1829 by Mrs. Thomas Jefferson Randolph. Attracting young ladies from up and down the east coast, the school remained in operation until around 1900 although it was closed from sometime in the 1850's to 1867 by the Civil War.[1]

Although the land occupied by the Shadwell depot formally became Chesapeake and Ohio Railway property in 1911, the actual railroad had been laid much earlier. The Louisa Railroad Company, the first to build a road through central Virginia, had begun construction in 1836 of a railroad between Taylorsville and Gordonsville. By 1849, this line had reached Shadwell.[2] The Louisa Railroad Company subsequently became the Virginia Central Railroad in 1850 and finally the Chesapeake and Ohio Railroad in 1868.

In 1892, construction was begun on the depot that was to serve Edgehill.[3] By 1893 that building had been completed. The structure was a simple two room frame building and was jointly owned by the Chesapeake and Ohio Railway Company and Miss Sallie W. Smith.[4] In May of 1894 the station's name was changed from "Edgehill" to "Shadwell" to avoid duplication with another station already named Edgehill. This building stood until December 22, 1914, when it was completely destroyed by fire.[5] The present station at Shadwell was constructed in 1915 and has stood largely unchanged since.[6]

2. Date of Construction: 1915

3. Architect/Construction History:

The station was constructed from drawings and specifications prepared by the Office of the Chief Engineer, Richmond Division, Piedmont District of the Chesapeake and Ohio Railway, under the supervision of A. Copland, chief engineer. The drawings are dated March 26, 1915 and show the station as built, but do not always accurately represent the building.

4. Alterations and Additions:

Both the interior and exterior of the station have largely gone unchanged. A screen door has been added to the east waiting room, north door.

III. CHAIN OF TITLE OF PROPERTY

28 September 1893	Miss Carry P. Randolph to Miss Sallie W. Smith Deed book 100, p. 61. Albemarle County Courthouse, Charlottesville, Virginia
18 October 1911	Miss Sallie W. Smith to the Chesapeake and Ohio Railroad Deed book 147, p. 438, Albemarle County Courthouse, Charlottesville, Virginia

IV. ARCHITECTURAL INFORMATION

A. General Statement

1. Architectural Character

The Shadwell depot is typical of small passenger stations built at the turn of the century, with its wide overhanging gable roof and modified Stick Style construction. The tin roof is not covered in the usual fashion by large sheets of the metal, but is detailed as a shingle roof. The station also includes separate black and white waiting rooms, as seen in other stations of the period.

Condition of Fabric: Fair

B. Description of Exterior

1. Overall Dimensions:

The one-story building measures 48 feet 6 inches long by 16 feet 2 inches wide. A 9 foot wide bay for the dispatcher projects 2 feet 9 inches from the north wall. Two loading platforms on the north and south sides of the freight room measure approximately 6 feet by 14 feet.

2. Foundations

Concrete to a depth at 3 feet 0 inches.

3. Wall construction, finish and color.

The exterior is of board and batten construction. Unusually detailed vertical battens, revealing a pair of cyma moldings in section, are spaced approximately 8 inches apart around the building. Six inch wide corner boards detail the building's ends. The building is presently painted a gray color.

4. Structural System

All of the walls are of a conventional wood framing system. The roof is supported by a wooden truss, with a center king post and flanting struts. A horizontal tie-beam forms the lower element.

5. Chimneys

There are two, small corbeled brick chimneys at the ridge of the station. The larger eastern chimney served both the stoves in the larger "White Waiting Room" and ticket/dispatcher's office. The smaller chimney served only the stove in the "Colored Waiting Room."

6. Openings:

a. Doorways and Doors

Excepting the freight room doors, all exterior doors are transomed with one five panel door. The transom over the door opening into the ticket/dispatcher's office is identical to the upper sash found in all of the exterior windows. On both sides of the west end of the freight room are sliding doors, detailed with a cross of St. Andrew pattern.

b. Windows

Most windows are double-hung sash with four panes over four panes. The narrower windows on the short ends of the projecting bay are two panes over two panes. On the west wall is a horizontal, stationary window with multiple panes.

7. Roof:

The building is covered by a wide overhanging gable roof. Tin, cut as shingles with a pressed circle design, is used as a covering. The eaves overhang the sides of the station 6 feet on the long sides and 4 feet on the short sides. Elaborate six-member brackets, each chamfered, support the overhang of the roof. The outer ends of the brackets terminate in the profile of cyma moldings.

C. Description of Interior

1. Floor Plans:

a. Basement: None

b. Main Floor: The original floor plan is preserved intact and unchanged. The public end of the station consisted of a ticket/dispatcher's office and two waiting rooms, one on each side of it. The eastern room served as the "White Waiting Room," the western as the "Colored Waiting Room." Ticket windows opened into each of the waiting rooms from the dispatcher's office. Doors in the north and south walls of these rooms provided access from the building's front to track side. The western end of the building was used as a freight room. The floor of this room is two and a half feet higher than those of the rest of the building.

c. Roof Space: Presently inaccessible and unused.

2. Stairs:

A short flight of three stairs leads from the smaller waiting room up to the freight room.

3. Flooring: 3 inch wide hardwood floor boards are used in each of the waiting rooms and ticket/dispatcher's office. In the freight room 2 inches by 6 inches hardwood planks are used.

4. Wall and Ceiling Finish: Vertical tongue and grove paneling 3 1/2 inches wide with a 1/2 inch double beaded edge cover the walls and ceilings of the waiting rooms and ticket/dispatcher's office. All surfaces are presently painted gray with a dark green dado. In the freight room no paneling covers the walls or ceiling, the framing of the walls and roof truss being left exposed and unpainted.

5. Doors: Two interior doors lead from the ticket/dispatcher's office to each of the waiting rooms. There are the original five panel doors and have been left unpainted.

6. Trim: A simple molding with a convex central strip and double beaded edges is used around the doorways and windows of the waiting rooms and ticket/dispatcher's office. Corner blocks with a circular pattern are applied to the tops of these moldings around each of the doorways and windows. A more elaborate molding is found around the pair of ticket windows, consisting of a cyma and a smaller cyma reversa. A two part ceiling molding is also used, the upper portion done in a quarter round round the lower a cove.

7. Hardware: Standard brass.

8. Lighting: Single light bulbs suspended from the ceiling in each of the depot's four rooms.

9. Heating: Free standing coal burning stoves in both of the waiting rooms and ticket/dispatcher's office were the building's only source of heat. The brick chimneys serving these stoves project 2 inches out from the wall in each of the three rooms and 8 feet 10 inches above the floor.

D. Site

1. General Setting and Orientation

The Shadwell depot is located on a triangular site, bounded on the south by U.S. route 250, on the northwest by the single C & O railroad track and on the east by the driveway of the Goco Oil Company service station. The site is located approximately 1/4 mile east of the junction of U.S. route 250 and Virginia route 22, which marks the site of the original site at the town of Shadwell. The station is oriented lengthwise along a southwest to northeast line. The site slopes slightly downward from the station to the railroad track and upward to the east of the building.

OUTBUILDINGS: There are no outbuildings associated with the depot.

PART III. PROJECT INFORMATION

These records are part of a project undertaken by the School of Architecture of the University of Virginia under the direction of K. Edward Lay, Professor of Architecture. The records were prepared in the Fall Semester, 1979 by Michael Zimny. The documentation was donated to the Historic American Buildings Survey. It was not produced under HABS supervision, nor edited by members of teh HABS staff.